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Mercedes s class pre safe

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The latest Mercedes-Benz innovation in automotive safety is taking the forefront. Ahead of the release of a brand-new, top-of-the-line S-Class sedan generation, the company has unveiled advanced features that are poised to make it one of the safest cars on the road. The Pre-Safe impact detection system, for instance, will now seamlessly coordinate with E-Active Body Control to swiftly lift the vehicle by up to three inches if an impending side collision is detected. This strategic movement allows the more robust lower part of the car to absorb the force, protecting passengers more effectively. Moreover, the new S-Class will be the first production vehicle to come equipped with frontal airbags for the rear seats, a feature that's particularly significant given many owners use chauffeurs instead of driving themselves. These safety features are set to debut in the Executive Rear Seat package alongside other premium amenities. In addition, Mercedes-Benz has enhanced its exit warning system, alerting drivers sooner when they reach for the door handle by utilizing the MBUX infotainment system. Furthermore, to reduce the risk of accidents altogether, optional rear-axle steering will be available on the S-Class, significantly enhancing its agility and maneuverability in both parking situations and on-road driving. While Mercedes-Benz has not yet confirmed a specific release date for the new S-Class, it's expected sometime in September. Pricing details have also been kept under wraps but are likely to mirror or exceed the current starting price of $94,250. The new Mercedes-Benz S-Class is packed with digital innovations. Key features include a rear axle with a large turning radius and safety solutions such as an airbag for rear passengers. We're exploring what this highly anticipated class has in store. The development process ensures that systems supporting the driver represent another step towards autonomous driving. For example, advanced sensors and visualizations on the parking assistant screen provide better support during maneuvers at low speeds. In the new S-Class, Mercedes-Benz is taking another step towards realizing its vision of accident-free driving. The vehicle is equipped with a range of new or enhanced support systems that reduce driver stress and make for more comfortable and safer driving. In emergency situations, these systems can help the driver respond to unavoidable collisions or prevent them altogether. The active parking assistant and 360-degree camera system with new 3D view assist the driver in easily and comfortably parking their vehicle or leaving a parking space – even in tight spaces. The optional E-ACTIVE BODY CONTROL suspension uses five multi-core processors, over 20 sensors, and a stereo camera to predictively respond to various road situations: fully active suspension based on a 48V installation with very high variability of driving properties in different modes. Control units analyze the road situation 1,000 times per second, adjusting the work of E-ACTIVE BODY CONTROL individually regulating braking and spring forces for each wheel while counteracting body roll, "nose-diving" and "sitting" of the vehicle. In comfort mode, the ROAD SURFACE SCAN function monitors the road surface ahead of the vehicle using a multi-functional stereo camera (SMPC). The system effectively controls suspension columns to reduce body movements during driving on rough terrain. In CURVE mode, the car actively leans into turns to enhance passenger comfort, as occupants may experience discomfort due to tilting movements. If a side impact is imminent, the E-ACTIVE BODY CONTROL suspension system activates the PRE-SAFE Impulse Side function, which expands protective measures in the pre-collision phase. The system (option) can raise the car's side by several tenths of a second before an impending collision, redirecting the force onto particularly robust structures at the bottom of the vehicle. Each wheel features an amortizer with two working chambers, each equipped with a regulating valve and hydraulic pressure reservoir. Using hydraulic hoses, the amortizer is connected to the intelligent engine/pump unit within the 48V installation. When activated, this system allows fluid flow to generate pressure differences in the amortizer, enabling the generation of force. The engine/pump units at all four wheels are coordinated by a central control unit, which also activates valves and pneumatic spring columns. This central unit controls the entire suspension system's operation. At high turn angles, data from vehicle sensors (radar, camera, ultrasonic sensors) allows for adjusting the maximum angle according to the situation. Driving strategies change depending on the selected driving mode; appropriate angles and trajectories are displayed in the menu on the central display. The rear axle turns up to 10° with a special snow tire mode activated. After activation, the turn angle of the rear wheels is reduced, and the steering characteristic is adjusted for specific conditions prevailing on snowy surfaces. The latest PRE-SAFE Brake is only available in vehicles equipped with DISTRONIC PLUS. Observe the "Important safety notes" section. PRE-SAFE Brake can help minimize the risk of a frontal collision with a vehicle ahead or reduce the effects of such a collision. If PRE-SAFE Brake detects a risk of collision, you will be warned visually and acoustically as well as by automatic braking. PRE-SAFE Brake cannot prevent a collision without your intervention. At speeds above approximately 4 mph (7 km/h), this function warns you when rapidly approaching the vehicle in front. An intermittent warning tone will then sound, and the distance warning lamp in the instrument cluster will light up. To avoid a potential rear-end collision, immediately increase your distance from the vehicle in front or take evasive action if safe to do so. If both driver and front passenger are wearing their seatbelts, PRE-SAFE Brake can automatically apply the brakes at speeds between approximately 4 mph and 124 mph. However, complex driving conditions may trigger unnecessary warnings or interventions. To cancel the braking action, press the accelerator pedal further, activate kickdown, or release the brake pedal. The system will automatically disengage if you maneuver around the obstacle, there is no longer a risk of collision, or the obstacle is no longer detected. In the USA, this device has been approved by the FCC as a "Vehicular Radar System" and should only be used in an automotive radar system. Tampering with or altering the device will void warranties and is not permitted. In Canada, the device complies with RSS-210 of Industry Canada, but its operation is subject to certain conditions. With the help of the radar sensor system, PRE-SAFE Brake can detect obstacles ahead for an extended period. At speeds up to approximately 40 mph, it can also react to stationary objects like stopped or parked vehicles. If you approach an obstacle and the system detects a collision risk, it will initially alert you visually and acoustically. If you fail to brake or take evasive action, the system will automatically apply gentle braking. In the event of increased collision risk, preventative passenger protection measures (PRE-SAFE) are activated. The vehicle's automatic emergency braking system, PRE-SAFE(R) Brake, may intervene to slow or stop the vehicle before an accident. However, this system relies on the driver's timely intervention to avoid a collision. There are potential risks and limitations associated with PRE-SAFE(R) Brake: - It cannot always detect complex traffic situations accurately, which can lead to incorrect warnings or failure to intervene. - The system may give unnecessary warnings or fail to alert the driver in critical situations. - PRE-SAFE(R) Brake is not designed to react to people, animals, oncoming vehicles, crossing traffic, or curves, and its intervention may not be effective in such cases. To ensure safe use of PRE-SAFE(R) Brake: - Always pay attention to the traffic situation and be prepared to brake manually. - The system's accuracy can be impaired by dirt, snow, heavy rain, or interference from other radar sources. - Manually apply brakes if necessary to maintain a safe distance from the vehicle in front. It is essential to activate and deactivate PRE-SAFE(R) Brake as needed using the onboard computer. Additionally, ensure that the radar sensor system is operational and adjust its configuration if there are any issues after damage to the front end of the vehicle. Make sure the ashtray clicks into place before putting your lit cigarette in it, or you might damage the holder. This part only applies to cars with four-wheel drive (4MATIC). Even though power goes to both axles, tests should only be done on a two-axle dynamometer. The brake system...